The Environmental Assessment Study Process

The EA process outlined below illustrates where ESN is in the process, where you can provide comments, and how the process will evolve.

1. FAA decision to prepare EA based on Five-Year CIP

2. Develop Purpose & Need for each project/Begin data collection/ Agency contact

3. Develop Preliminary Alternatives for each appropriate element

WE ARE HERE

4. Agency Meeting/Public Scoping Workshop to initiate EA process

5. Refine EA work plan, Purpose and Need, and Preliminary Alternatives based on scoping input.

6. Prepare and circulate Draft EA for agency and public review

7. Public Information Workshop to discuss draft EA

8. Close of public comment period/ Respond to agency and public comments

9. Select the recommended action for each program element/Develop mitigation program

10. FAA Environmental Determination

11. Prepare and circulate Final EA with FAA Findings

Next Steps

Following this first workshop, the next step is for the EA Study Team to document the purpose of the proposed projects and to justify their need at the Airport. The Airport's Master Plan, as well as input received from the public and agencies, will be used as the project justifications are developed. A Purpose and Need section of the EA will be prepared and review by the FAA. Upon their agreement, the best alternatives for the proposed projects will be refined, and a detailed environmental analysis of their potential environmental impacts will begin. As the environmental analyses progress, an additional Public Workshop will be hosted to provide updates to the public. Meeting announcements will be published in The Star Democrat and posted on the Airport's website: www.eastonairport.com

We Value Your Opinion

Your input is very important to the Airport and EA process. Comment forms are available throughout the room and as you exit the meeting area. Please fill them out tonight or return them by Friday, March 2, 2007 to:

Mr. Michael J. Waibel
URS Corporation
4 North Park Drive, Suite 300
Hunt Valley, MD 21030

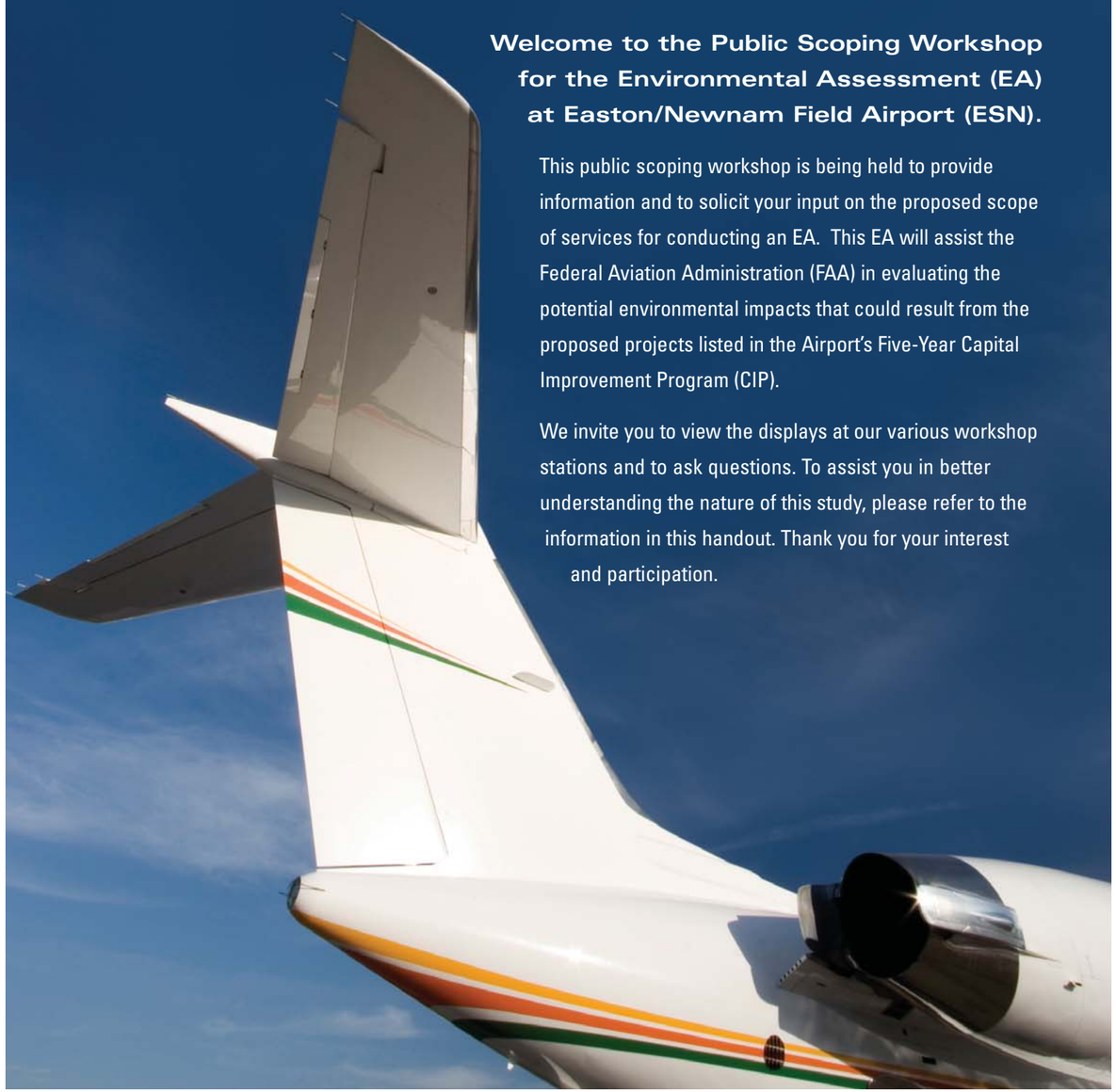
Notes:

Visit the study website: **www.eastonairport.com**

Public Scoping Workshop

February 20, 2007

EASTON AIRPORT
AVIATION GATEWAY TO THE EASTERN SHORE



Welcome to the Public Scoping Workshop for the Environmental Assessment (EA) at Easton/Newnam Field Airport (ESN).

This public scoping workshop is being held to provide information and to solicit your input on the proposed scope of services for conducting an EA. This EA will assist the Federal Aviation Administration (FAA) in evaluating the potential environmental impacts that could result from the proposed projects listed in the Airport's Five-Year Capital Improvement Program (CIP).

We invite you to view the displays at our various workshop stations and to ask questions. To assist you in better understanding the nature of this study, please refer to the information in this handout. Thank you for your interest and participation.

Introduction to the Projects

ESN is a general aviation airport serving a broad business and personal aviation community. ESN currently has two runways, a primary runway (4-22) that is 5,500 feet long, and a crosswind runway (15-33) that is 4,003 feet long.

In August 2006, the Airport completed a Master Plan process as required by the FAA. The plan identified a need for Airport development and proposed a development timeline for those projects over a twenty-year period.

In August 2006, the Airport completed a Master Plan process as required by the FAA. The plan identified a need for Airport development and proposed a development timeline for those projects over a twenty-year period.

Within the Five-Year CIP timeframe (2009-2014), the Airport is required to comply with the FAA Runway Safety Area (RSA) Program. RSAs are intended to provide a measure of safety in the event of an aircraft's excursion from the runway during overruns, undershoots, and veer-offs. Currently, Runway 4-22 is the longest runway at ESN, and the northeast end of the runway (the 22 end) is the only runway end at ESN that is not in compliance with this Program. The RSA off each end of Runway 4-22 is required to be 1,000 feet long and 500 feet wide in order to comply.

Given the location of US Route 50 and Airport Road in relation to Runway 22, it is seen that a standard RSA of the dimensions noted above is not possible. Therefore, the only practicable alternative to providing a standard RSA is to reduce the length of Runway 4-22 on the northeast end from 5,500 feet to 4,300 feet. This runway length reduction was studied in detail in 2003. In addition, the Airport's recent Master Plan concluded that a runway length of 5,500 feet is inadequate to accommodate the existing and forecasted aircraft fleet mix. Therefore, since Runway 4-22 would need to be shortened to comply with the RSA Program, the Master Plan identified the need to extend Runway 15-33 to the north, rather than Runway 4-22, to support existing and future fleet mix and thus becoming the primary runway for the Airport. The total length of Runway 15-33 would be increased from 4,003 feet to 6,200 feet. The connected actions to this runway extension include the relocation of Goldsborough Neck Road, the closure of Airport Road, the acquisition of several privately-owned properties, the relocation of an electrical substation, and the removal of penetrations to the Airport's airspace. Finally, the Master Plan also identified the need for an aircraft storage hangar complex and associated apron east of Runway 4-22.

The Environmental Assessment Process

An EA is a detailed environmental analysis prepared pursuant to the National Environmental Policy Act (NEPA) of 1969 to determine whether a Federal action would significantly affect the environment. Federal guidance for the environmental process identifies public involvement as a key element of the process. Before the proposed projects can be determined eligible for FAA funding, an EA is required and an environmental finding must be issued by the FAA.

The Purpose and Need of the proposed projects will be carefully detailed in the EA, and a range of alternatives will be evaluated for each proposed project for which reasonable alternatives exist. The Master Plan studied several runway alternatives with a recommendation for a 2,197-foot extension to Runway 15-33 for a total length of 6,200 feet, as well as a 75-foot shift of the runway to the west. With this extension, the Master Plan studied three alternatives for the realignment of Goldsborough Neck Road and the closure of Airport Road. The recommended Master Plan alternative is shown on the EA Study Map. These runway and roadway alternatives will be studied along with any others that will be identified as part of the EA process.

The Study Team will use guidance set forth by NEPA, related FAA guidelines, as well as Federal, State, and local regulations to evaluate the environmental effects associated with the proposed development at ESN.

All Federal, State, and local regulatory agencies with jurisdiction by law or special expertise over environmental resources are part of and included in this EA process. The FAA has set 18 Environmental Study categories to analyze and consider potential environmental impacts of these projects. If any of the proposed projects are found to have potential environmental impacts to any of these categories, mitigation measures will be identified.

Environmental Study Categories

- Air Quality
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Department of Transportation: Section 4(f)
- Farmlands
- Fish, Wildlife, and Plants
- Floodplains
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historical, Architectural, Archaeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Water Quality
- Wetlands
- Wild and Scenic Rivers